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FAR EAST MARITIME FLEET SEVERELY CRITICIZEDCONFERENCE CRITICIZES FAR EAST FLEET ADMINISTRATION -- Krasnoye Znamya,
No 15, 20 Jan 49

A conference of party members and workers in the maritime transport fleet of the Pacific Ocean Basin was held on 17-18 January, in Vladivostok, to discuss the reasons for the failure of the Far East State Steamship Line to fulfill the 1948 plan for hauling. Korobtsov, chief of the "Glavdal'flot" (Main Administration of the Far East Fleet) complained that ships undergoing repair are allowed to remain idle for too long a period. Supplies of materials are not sufficient, the condition of several ships has been neglected, and personnel is inefficient.

Strykh, chief of the Steamship Line, admitted the lack of organization in the operation of the Line. The ship-mechanic service, for example, has not made sufficient study of ship machinery and often fails to recognize the volume of repairs to be done on individual ships. The engineers directing the work are inefficient. Ship-repair plants, particularly the Vladivostok Plant, do not provide quality repair jobs and ships have to be returned repeatedly for additional repairs. Strykh also stated that some ship crews are extremely careless in handling the ship's machinery. Bayev, Vice Minister of the Maritime Fleet USSR, and Shchegolev, secretary of the Primorsky Krai Committee VKD(b) also spoke at the Conference.

SHIP-REPAIR PLANTS INEFFICIENT -- Krasnoye Znamya, No 10, 13 Jan 49

The quality of repairs made by repair plants of "Glavdal'flot" (Main Administration of the Far East Fleet) is very low. The steamship Borodino, after having spent several months at one of these plants, has been held up at Vladivostok by the Maritime Registrar because its main engine has not been fully repaired. Ship crews have been doing some of their own repair jobs, but "Mortekhsnab" (Maritime Technical Supply) and the supply division of "Glavdal'flot" in Vladivostok have been slow in sending supplies, spare parts, and materials to the seamen. Some of the repair orders were assigned

- 1 -

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by "Gladal'flot" to plants in other parts of the country despite the fact that such orders could be completed more quickly and cheaply by enterprises in Primorskiy or Khabarovsk Krays. The Ministry of the Maritime Fleet and "Gladal'flot" must reconsider the problem of cooperation on repair of ships of the Far East Steamship Line and make the system more efficient.

CREWS MAKE REPAIRS, HANDLE FREIGHT -- Krasnoye Znamya, No 14, 18 Jan 49

Crews on ships of the Far East State Maritime Steamship Line are repairing their own ships, some of which were scheduled to be repaired by the ship-repair plant. A number of ships have thereby avoided major repairs at the plant later. The crews have completed 16 million rubles worth of repair jobs in one year. Crews of the Il'ich, Klara Tsetkin, and Suchan were particularly successful in this work. To speed the handling of their ships, crews are also loading and unloading and have already handled 110,000 tons of freight. The crews of the Krasnogvardeyets and Kolkhoznik completed the greatest amount of freight handling.

STEAMSHIP LINE LAGS IN JANUARY -- Krasnoye Znamya, No 21, 27 Jan 49

The Directors of the Far East State Maritime Steamship Line, after failing to complete the 1948 plan for hauling, promised to put the work on the fleet on a regular schedule. The results of work in January show that this promise is not being kept. The Line continued to operate inefficiently during the first 20 days of January, although hurried and confused effort to fulfill the month plan were made in the last 10 days. In the first 10 days of January the Line attained 10 percent of the month's quota in tons and 9.1 percent in ton-miles. After 20 days, the results were 44.1 percent in tons and 44.2 percent in ton-miles.

The schedule for departures is not being maintained. Only 7.7 percent of the ships departed according to schedule, 15.4 percent after a delay of 3 days, 19.2 percent after a delay of 6 days, and the departure of the remaining ships has been carried over to the last 10 days of the month. The steamship Krasnogvardeyets, which arrived in Vladivostok on 13 January, took on fuel in 3 days at the port but was not loaded until 20 January because of a 96-hour wait for a loading dock. The departure of the steamship Kishinev was held up because of delay in repairs at the Vladivostok Ship-Repair Plant.

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- 2 -

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